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50X1-HUM

INFORMATION REPORT

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SUPPLEMENT TO REPORT NO.

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1. All the numerals and letters mentioned in this report refer to Attachment 1.

2. [redacted] ship arrived in the outer harbor at Odessa at 0350 hours and cast anchor [redacted] about 300 m from the beacon at the head of the eastern breakwater at 1. Ship was bearing 233°. At dawn it was noticed that the ship was in the center of a zone which was marked by nine spar buoys and was about 300 feet in diameter. [redacted]

Subsequently, the ship was moved [redacted]

3. Identical markers were noted at the northern end of the breakwater at 3, somewhere to the north and not very far from the wreck aground which the nautical charts place at Lat. 46° 30' 18" and Long. 38° 48' 54". A dredge was also observed in this area.

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4. [redacted] while anchored [redacted] the ship underwent the inspection which is part of the formality of being admitted to pratique. The inspection and the formalities of admission were conducted by a group of eight persons, among them a captain and two minor officials of the police, a woman doctor, and four other people, either police or customs officials. The inspection was quite superficial.

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5. The woman doctor simply examined the backs of the crew and wanted to know from one of the sailors why he wore a cotton rather than a wool garment.

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6. During the inspection the crew was advised to retain on their person all the valuables which had been declared. There were no body searches

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| ARMY | @ | x | AIR | @ | 2 | FBI | | | | | | | | | | | | | |

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conducted [redacted]

7. Binoculars, cameras, radios, and such objects that might make suitable gifts (especially womens' stockings, silk kerchiefs, and perfumes) were placed under seal.
8. The inspection of the food supplies was even more superficial. On the other hand, great care was taken to inspect for any black spots on the skins of the citrus fruits. In that eventuality, the fruit can not be brought into the port area and the whole lot will be placed under seal.
9. During the police inspection the sailors' seaman books were taken so that the permission passes might be made out. The seaman books and the passes were given out the following day at 1900 hours (after 32 hours), shortly before loading was completed. [redacted] this was 50X1-HUM done deliberately to limit the free time of the sailors.
10. Pilot came aboard [redacted] on the day the ship arrived in port. The 50X1-HUM pilot's boat had a wooden hull of the VAS type, painted white. The deck, with a searchlight and mast, sloped toward the prow, and the bow end was provided with steel railing. The motor was very powerful. Two soldiers, armed, were observed on the pilot's boat. At [redacted] the ship was finally 50X1-HUM moored bow end on [redacted].
11. The ship was kept under surveillance from shore by three guards who remained at their posts during the entire time the ship was moored. The ship, however, was not watched from the sea side.
12. The ship loaded about 2100 tons of anthracite coal in 22 hours (loading 50X1-HUM started at midnight on the day of ship's arrival). There was a delay during the loading [redacted].
13. The coal, which had been previously brought to the wharf by railroad, had been 50X1-HUM weighed and reported by the head stevedore. [redacted] To determine the amount of coal that has been loaded on board ship, the ship's draught is noted. Thus, the possibility that the cranes are used for weighing is remote. [redacted] each crane 50X1-HUM could load coal at the rate of 60 to 70 tons per hour. The coal which is loaded on the ships is piled in the middle of the coal pier. It is unloaded from the railroad cars by two cranes different from those used to load the 50X1-HUM coal on the ships.
14. At the completion of the inspection, the ship drew in anchor and, under the guidance of the pilot, left harbor about midnight. At the breakwater, the pilot left the ship and boarded the same pilot boat he had arrived on. Beyond Odessa the ship was not escorted by any naval units.
15. The inspection at departure was conducted by a group of seven or eight men and it was not rigorous. Conducted where the ship was moored [redacted] it 50X1-HUM took little more than 1 hr. and was started as soon as the loading of the ship was completed.
16. While in port [redacted] observed the following naval units: 50X1-HUM
 - a. Torpedo boat similar to the Italian PN. It was observed going towards Cape Fontana under great speed.
 - b. Naval unit similar to the Italian type MMSS, observed at A in the 50X1-HUM northern part of the port. It was equipped with four machine guns, one forward, one aft, and the other two on the sides of the deck. [redacted]

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- c. Three-masted naval training ship Tovarishch, moored at B. The hull was painted white.
 - d. Naval training ship, the ex Colombo, moored at C. Its hull was gray.
 - e. Transport of 20,000 to 22,000 tons, painted gray and of old construction. It had two funnels close to the bridge, many life-boats and life-rafts, and a radio.
 - f. Transport of 15,000 tons, with a name consisting of four or five letters comparable to Odessa. It was painted gray and was equipped with radar. It had loaded automobiles at E and then had departed following a southern course, leaving about 300 cars on wharf at 6.
 - g. Transport of 15,000 tons with a gray hull and three decks painted white, radio, and 18 launches. Possibly a motorship, its single funnel was characterized by the vertical openings on the forward side.
17. A few hours before departure source observed the return of a convoy of whalers which the people in port said was returning from a six-or seven-month trip in Antarctic seas. The arrival of the convoy was greeted with great enthusiasm (sirens blew, work in port was stopped, etc.). The convoy consisted of a large ship and 14 small whalers. The large ship was used to store supplies and tools, and it carried a full load. It had two funnels and a deck sharply sloping towards the prow. The small whalers, which displaced about 100 to 150 tons apiece, had a prow that was high and slanted, and a harpoon gun. The deck, which had an overhanging mast, was amidships.

18. [] observed the following merchantmen:

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- a. Soviet tanker waiting to enter harbor at G, north of the breakwater at 2.
- b. Large Polish tanker Karpaty in ballast and very near the Soviet tanker at G.
- c. Soviet steamship of 800 to 1,000 tons, bow end on at B, on the inside of the breakwater at 2.
- d. Soviet ship Belorussia unloading coal at H. Unloading was carried on simultaneously from both sides of the ship. On the sea side, a lighter was receiving the coal.

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- g. Soviet tanker of 14,000 tons being repaired in the floating dry dock at L or possibly L/1.
- h. Three large oil tankers, two Soviet and one Polish, at M, the oil dock.

19. Among the local craft and dry docks, [] observed the following:

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- a. A large lighter at H alongside the Belorussia. It displaced about 3,000 tons and was 50 meters long, quite wide and rather low. It had two holds, one of which had a tall scoop crane (capacity of the hoist was about five tons) with a movable arm. The motor of the apparatus and the deck of the ship were abaft.
- b. Some port tugs []
- c. Some dredges, number and size unknown,

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- d. ~~Some~~ pontoon cranes, number and hoisting capacity unknown.
- e. ~~Two~~ floating dry docks (L and L/1), one in steel with a capacity of about 20,000 tons and the other of concrete with a capacity of 8,000 tons.

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19. In the roadstead, [] a mooring buoy about 950 meters distant from [] the head of the breakwater 1, bearing 191° []

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20. There was another mooring buoy for large ships at the position 7/a in the basin enclosed by the piers at 6 and 8.

21. [] it is probable that no other buoys exist inside the breakwater at 2.

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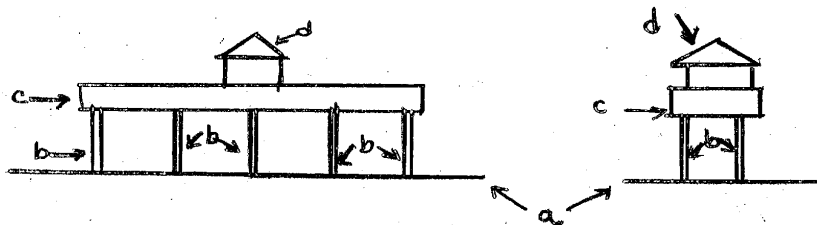
22. The port is enclosed on the east by a curved cement breakwater which is about 2 to 2.5 meters above the water (No. 1 on the Attachment). The upper part is smooth and the part which faces the port is probably also smooth. [] the breakwater is in sections as sketched below.

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A trellised beacon light with a fog bell was at the head of the breakwater. The beacon light flashed every eight seconds, and could be seen six miles away.

23. Towards the shore end, the breakwater on the east widens to form a pier (4), which is partially damaged. This wharf has a few structures on it, among them the structure at 4/a, which is sketched and explained below.



The structure resembles a grain elevator, or a loading elevator for minerals. It is situated about ten meters from the edge of the quay, and it is about 150 meters long. The legend is as follows:

- a. floor of the pier
- b. support pillars, probably of steel
- c. the loading passage, constructed of sheet iron and possibly brick
- d. shed

The height of the whole complex is 15 to 18 meters and the height of the loading passage, 2.5 meters. That part of the quay is wood for a distance of not less than 50 to 100 meters. The elevator is probably not in use, judging from the state of neglect in which it is kept. The reddish color of the structure is probably due as much to the rust as to the color of the mineral dust.

24. At 4/b on the pier at 4, there was a structure similar to a grain elevator which had either been recently constructed or recently repaired. It resembled the structure sketched above but it was not as high and it had two parts which were connected by a transporter passage. It was about 100 meters long and 15 meters high. In front of it there were noted two and possibly three loading elevators.

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25. The port is enclosed on the northeast by two breakwaters (2 and 3). At the end of the latter, work is now in progress to extend it to the northwest. The breakwaters are constructed of cement blocks placed flat but they are not level. [] on the inside of the breakwater at 2 there must be mooring places because [] two craft moored there, bow-end on. 50X1-HUM
26. The quarantine harbor is at 5. Near the edge of the quay [] observed ten electric cranes on tracks. These were of the parrot beak type with possibly a movable arm, and identical or very similar to those cranes on the coal pier at 8. [] have a capacity of seven to ten tons. They were single hooked and [] that doubling the capacity depended on changing the speed of the machinery which did the hoisting. 50X1-HUM
27. North of the quarantine harbor, at 6, there was a wharf which was partially damaged on the side which faces the New Harbor. It was equipped with three cranes which run on tracks and were similar to those already described. One of the cranes was in the process of being assembled. 50X1-HUM
28. The New Harbor at 7 together with the pier at 8 form the coal port of Odessa. There great quantities of coal were piled in separate piles according to weight and quality. The quay was paved and was about 2 to 2.5 meters high. About two meters back from the edge of the quay there was a railroad track on which four cranes were running. These cranes were similar to those already described. The quay was traversed by two or more sets of railroad tracks.
29. The coal pier at 8 was paved and about 2 to 2.5 meters high. The paving was part tamped dirt and part flat stone. In the center of the pier and running the whole length of it, there were piles of coal separated according to weight and quality.
30. Under a temporary shed (constructed of wood, sheet iron, and props made specially for the purpose) there were piled about 10,000 bags of cement.
31. In the center of the pier there were some warehouses [] The pier had two railroad tracks; the inner one was in working order but the one on the southeast was not in use. The side which faced the New Harbor had three electric cranes which ran on special tracks about three meters long. The outer rail of the track was about two meters from the edge of the quay. [] 50X1-HUM
- [] On the support structure of each crane a plate read that the capacity was seven to ten tons. The cranes were powered by cables which were connected to electric terminals found in brick caissons about one meter high and situated near the inner rail of the tracks on which the cranes ran. One of these caissons was about 50 meters from the shore end of the pier and it is probable that there are others scattered the length of the pier in the direction of the pierhead. 50X1-HUM
32. More withdrawn from the center of the pier there was a second track for cranes, about eight meters long. On the latter [] a bridge crane with eight wheels and a capacity of 20 tons. 50X1-HUM
33. Other cranes of the seven-to ten-ton capacity type were in the north corner of the pier. [] On the other hand there was a crane track on the northwest side of the pier and source noted a crane of the seven-to ten-ton capacity type. 50X1-HUM
34. Mooring places which were about a meter from the edge of the pier were scattered the whole length of the pier. The pierhead at 8 was damaged on the east corner.
35. On the quay that is designated as the Cabotage Harbor, crane tracks run between the piers 8 and 10. A crane of the seven-to ten-ton capacity type was observed there.

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36. There were no loading installations on the military pier. The pierhead was constructed of wood and there were a few brick structures. [redacted] the one on the east corner was the maritime station. 50X1-HUM
37. The port had a number of railroad tracks, one of which is shown on Attachment 1 as joining the railroad track on the coal pier. There was considerable movement of cargo in the port and the locomotives which were used were large but quite old.
38. The port area is enclosed by a wall three meters high, which in many cases is part of the buildings themselves. The wall is partly damaged and has been mended with steel gratings. The enclosed portion is that indicated by No. 11 on Attachment 1.
39. Port traffic makes use of the gate at 11/a. This was situated between two brick buildings (of modest dimensions) which serve the guards. One of these buildings leaned against the other (which was hardly much larger) and, given the presence of soldiers and officers, might have served as a barracks.
40. Pedestrian traffic uses a passage found at the corner of one of these buildings. Vehicular traffic must use the gate situated between these two buildings. Normally this gate is barred with movable gates.
41. Another gate may be found at 11/a but this is always closed to traffic.
42. Within the port area there was a messhall and a First Aid station but source did not know where.
43. The basin at M on the extreme northwest of the port was used as the oil pier. The traffic of tankers was very heavy and [redacted] also observed some storage tanks there. 50X1-HUM
44. At 12 there was a large stairway which lead to the urban area and surmounted the 80-meter differential between port and town. Beyond the stairway the terrain is flat. 50X1-HUM
- [redacted]

Attachment: PORT OF ODESSA, two pages

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Attachment 1, page 1

Legend for Attachment 1:

- A. Wreck aground, with a hull similar to the Italian type MMSS
- B. Three-masted naval training ship Tovarishch, and a Soviet merchantman of 800 to 1,000 tons
- C. Naval training ship, the ex-Colombo
- D. Transport of 20,000 to 22,000 tons
- E. Transport of 15,000 tons, loading automobiles
- F. Transport of 15,000 tons, possibly a motorship
- G. Soviet oil tanker of 15,000 tons, and the Polish tanker Karpaty
- H. Soviet steamship Belorussia unloading coal, with a lighter of 3,000 tons alongside

[REDACTED]

L and L/1. Two floating dry docks, one of steel with a capacity of 20,000 tons, and the other of cement with a capacity of 8,000 tons

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M. Oil pier with two Soviet and one Polish tanker moored there

[REDACTED]

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The dotted lines outline the area marked by the nine spar buoys. Work of some kind is probably under way there.

- 1. Eastern breakwater
- 2. Outer northeastern breakwater
- 3. Outer northern breakwater. The area outlined by the dotted lines is marked by spar buoys. The breakwater is being extended on the north.
- 4. Quarantine pier
- 4/a. Loading elevator for minerals; of old construction, it possibly is no longer in use.
- 4/b. Recently constructed grain elevator
- 5. Quay of the Quarantine Harbor
- 6. Platonovskiy Pier, probably used as the military pier
- 7. Quay at the New Harbor which is being used as a coal pier
- 7/a. Mooring buoy
- 8. Coal pier
- 9. Quay on Cabotage Harbor
- 10. Military pier with probably a maritime station for passengers
- 11. Wall
- 11/a and 11/b. Gates
- 12. Stairway which ascends to the urban area

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